

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,249 號玖十肆百貳千叁萬壹第 日壹十叁月柒年六十二緒光 HONGKONG, SATURDAY, AUGUST 25th, 1900. 陸拜禮 號伍十貳月捌年百九千壹英港 香港 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

A HIGH CLASS WINE.

CHAMPAGNE

BOLL & Co.

PRICE:—
PER CASE 1 DOZ. QUARTS.....\$40
PER CASE 2 DOZ. PINTS.....\$42

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A. S. WATSON & CO.,
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WINE MERCHANTS.

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CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.

Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & Co.'s Selection.
Sole Agents for it—
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine Old Highland Whiskies are shipped
by CUTLER, PALMER & Co., and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 26th July, 1897.

CUTLER, PALMER
& CO.'S

PRICE \$10.75 PER DOZEN

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Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to

SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-
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WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
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Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
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Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899.

HOTELS.

VICTORIA HOTEL.
SHAM-KEEN-CANTON.

THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
specially built 3 Storey wing added to it, now
affords splendid Accommodation for 40 to 50
Visitors.
The Bed Rooms are airy and comfortably
furnished and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Tourists.
Excellent Cuisine and best Wines.
The Hotel's Boat boards all Steamers on
their arrival and departure.
Telegraph address: "VICTORIA, Canton."
A. B. C. and Al Codes used.
MADAR & FARMER, T. F. DA CRUZ,
Proprietors.
Hongkong, 16th November, 1899.

RAFFLES HOTEL,
SINGAPORE.

SITUATION UNSURPASSED.
THE Finest Hotel in the East. Rooms en
suite. Every Room with Private Bathroom
attached. Cuisine under two French Chefs.
CURRIES A SPECIALITY.
Every House Comfort.
Electric Bells throughout the Hotel.
Electric Lights.
Electric Fans.
Terms Moderate.
SARKIES BROTHERS,
Proprietors.
Hongkong, 16th August, 1900.

BISMARCK & CO.,

27 & 28A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN
and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. [1215a]

ABSOLUTE purity can only be obtained by Distillation.
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The Aquarius Co.'s
Table Water is made from
Pure Treble Distilled
Water only.

General Managers AQUARIUS Co.—
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15, Queen's Road. [34a]

COTNAM & CO.,

HONGKONG HOTEL.

OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in
SILK or INDIA GAUZE),
AND
WHITE CANVAS BOOTS and SHOES, &c., &c. [35a]

SMITH'S

"GLASGOW MIXTURE"

AND

"CUT NAVY"

TOBACCOS.

COOLEST AND SWEETEST TOBACCOS MANUFACTURED.
IN ½ LB. TINS ... \$1.10 AND \$1.25 PER TIN.

LANE, CRAWFORD & CO.

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EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.

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17A, QUEEN'S ROAD, HONGKONG. [390a]

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY;

\$10.75 PER DOZ.

Very soft, palatable, and mature.

VERYBODY SHOULD TRY THESE ITEMS: THEY ARE UNEQUALLED AT THE PRICE
—AGENTS—SIEMSEN & CO., HONGKONG. [41a]

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.
J. M. DE ZUNIGA,
No. 9, QUEEN'S ROAD CENTRAL.
Entrance: ICE HOUSE STREET (New Victoria Hotel)

SUMMER DRINKS.

WATKINS' FRUIT SYRUP

WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND
REFRESHING BEVERAGE.

RASPBERRY.

BLACKBERRY.

LEMON.

PEACH.

PINEAPPLE.

BANANA.

STRAWBERRY.

LEMON SQUASH.

ORANGE.

CHERRY, &c., &c.

MANUFACTURED ONLY BY

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS.

66, QUEEN'S ROAD CENTRAL, HONGKONG. [112a]

ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS
OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH

BY THE MAKERS AND OURSELVES.

ROBINSON PIANO CO., LD.

2193a]

THE VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [33a]

HATCH, MANSFIELD & CO., LTD.,

WINE MERCHANTS

TO HER MAJESTY AND THE PRINCE OF WALES.

WE ONLY SELL WINES OF GOOD VINTAGES, AND MATURED SPIRITS
FROM WELL-KNOWN DISTILLERIES.

THE AUTHENTICITY OF EVERY WINE AND SPIRIT SOLD BY US IS
GUARANTEED INDEPENDENTLY BY THE BEST KNOWN GROW-
ERS, SHIPPERS, OR DISTILLERS.

WE PUBLISH CALENDERS SHOWING THE UNIVERSALLY ACCEPTED
OPINION OF CONNOISSEURS AS TO WHICH VINTAGES ARE
GOOD, BAD, OR INDIFFERENT, AND INVITE APPLICATION FOR
OUR PRICE LISTS WHICH CONTAIN THEM.

OUR QUOTATIONS ARE THE LOWEST OBTAINABLE ANYWHERE.

LINSTEAD & DAVIS.

AGENTS, HONGKONG.

Hongkong, 16th August, 1900. [2173a]

BLATZ.

THE STAR MILWAUKEE BEER.

PER CASK OF 10 DOZ. PINTS ... \$25.00

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD.

36a]

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a speciality.

McKIRDY & CO.,

43 & 43A, QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1899. [2461a]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5.00 per Cask of 375 lbs. net ex Factory.

\$3.00 per Bag of 250 lbs. "

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 2nd July, 1900. [1696a]

SANITARY BOARD.

OWNERS of HOUSES situated in the
Eastern Division of the City of Victoria
and in the Eastern Division of Kowloon who
have not had their premises LIMED, WASHED
and CLEANSED in accordance with Law, are
reminded that the period during which the
work should be finished ends on the 31st day
of AUGUST, 1900, and the Sanitary Board being
convinced of cleanliness in its efforts to stamp
out plague, is determined to rigorously prosecute
any owner in default after the above named
date.

The Eastern Division of the City lies to the
East of Garden Road. The Eastern Division
of Kowloon is all that Part of the Kowloon
Peninsula to the East of Robinson Road, and
includes Hung Hom and Part of Tsim Sha
Tsui.

By Order.

G. A. WOODCOCK,

Acting Secretary. [2212]

Hongkong, 1st August, 1900.

Case, with Implements Complete, from \$100.

SCHULTZE SPORTING CARTRID-
GES.

ELEY'S CARTRIDGE CASES, WADS,
&c.

CARTRIDGE BAGS and BELTS.

WATER FLASKS and every kind of

SPORTING REQUISITE.

Wm. SCHMIDT & CO.

Hongkong, 21st August, 1900. [1213]

MITSUI BUSSAN KAISHA

No. 6, ICE HOUSE STREET, PRAYA CENTRAL

Head Office:—TOKIO.

Branch Office:—LONDON, NEW YORK, HON-
GKONG, SINGAPORE, SHANGHAI, TIENT-
SIN, NEWCHANG, and all Ports in
JAPAN.

AGENCIES:—

Milke Coal Mines,
Kanada Coal Mines,
Hokoku Coal Mines,
Yoshinotani Coal Mines,
Onnoura Coal Mines,
No. 1, Ohtsuri Coal Mines,
Ichimura Coal Mines,
Kishima Coal Mines,
Yoshio Coal Mines,
Yamano Coal Mines,
Manoura Coal Mines,
The Osaka Shosen Kaisha, Limited,
Tokio Marine Insurance Co., Limited,
Meiji Fire Insurance Co., Limited,
Kanagafuchi Cotton Spinning Mills,
Shanghai Cotton Spinning Mills,
Tokio Cotton Spinning Mills,
Onoda Cement Company,
Imperial Government Paper Mills,
MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 19th August, 1899. [27]

Arrivals, Departures and other Shipping
Intelligence will be found on pages 5, 6 and 7.

INSURANCE.

THE STANDARD LIFE ASSURANCE CO.

The Rates of Premium for Home and foreign
residence are very moderate and consistent with
the risk. Immediate reduction to Home Rate
on return to Europe or other temperate climate.
For Proposal Forms, rates, and full particu-
lars, Apply to
DODWELL & CO., LIMITED.
Agents
Hongkong, 9th November, 1899. [3-1873]

HOTELS.

HONGKONG HOTEL.

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by
Machinery.

Bedroom Accommodation—132 rooms.

Five Extinguishing Mains on every floor.

CHARGES MODERATE. [44]

THE

PEAK HOTEL.

City Office: 7, Duddell Street. [1028]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
HONGKONG, 2nd July, 1900. MANAGER. [1029]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A
FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMIL-
IES, by the DAY, WEEK, or MONTH.
SINGLE ROOMS from \$4 a day, inclusive
of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
agement.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899. [46]

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

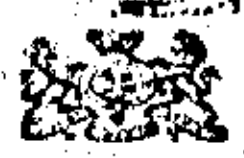
THIS First class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bedrooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address: "HINGKEE" [1919]

"BOA VISTA" HOTEL, MACAO.

THE only FIRST CLASS HOTEL in the
Colony. Moderate terms by the day or
month. European Management.
MACAO is distant 40 miles West of Hong-
kong and the journey is made each day (Sun-
days excepted) by the Magnificent "Salaon
Steamer" "HEUNGSHAN" in 4 hours, leaving
Hongkong at 2 p.m., and Macao at 8 a.m.
Connection made by Company's Steamer to
and from Canton.
Tourists should not miss the chance of
visiting this famous old City.
For Terms, apply
J. H. CHESNEY,
Manager.
Telegraphic Address: "Boavista." [1034]

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.
AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR



A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

PORTS.

(FOR INVALIDS AND GENERAL USE.)

Per Case of 12 Dozen.

B.—VINTAGE, superior quality. Red

Capsule \$14.40

C.—FINE OLD VINTAGE, superior

quality. Black Seal Capsule ... 16.20

D.—VERY FINE OLD VINTAGE, extra

superior. Violet Capsule ... 20.40

E.—One of the Finest VINTAGES in

the Market. Gold Capsule ... 30.00

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Small quantities are supplied at proportionate wholesale rates.

A. S. WATSON & CO., LIMITED,
ESTABLISHED 1841.

[2]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PUN—A.B.C. Code.
P.O. Box 33. Telephone No. 12.

BIRTHS.

On the 7th August, 1900, at Kobe, the wife of JOHN HALL GARDNER, of Tientsin, of a son.
On the 9th August, 1900, at Tientsin, Hotel Prince Hotel, the wife of H. SCHROEDER, of Tientsin, of a son.

The Daily Press.

HONGKONG, August 25th, 1900

At last, after having to content ourselves as best we could for a whole week with the news that the Allies had succeeded in entering Peking and rescuing the survivors at the Legations, we have received a few details of the arrival of the combined troops at the Chinese capital. The actual date of the arrival outside the walls of Peking is, by the telegram of our Shanghai correspondent, appearing in our issue of Friday, put back from the 15th to the 13th instant, but the Imperial City was not entered until the latter date. The Legation garrison, however, was reached on the 14th instant, after an early attack made by the Russian troops had failed. The British and Americans, it appears, had the honour of being the first to fight their way through. It is clear that, though a certain amount of resistance was offered to the entry of the Allies, full advantage was not taken of the strength of the city. The heart of the defenders must have failed them, before the Allies got within touch of Peking, at the time when the Empress Dowager and Court decided to desert the city. This they did on the 11th (the day on which the Allies reached Matou), dragging with them, it seems, the Emperor as an unwilling companion. It is to be feared that no dependence can be put in the reports that the Japanese succeeded in capturing the Empress Dowager, and we must

wait confirmation for last night's rumour about the Emperor. It is curious that so far the authorities up north have carefully kept from the public knowledge the names of the survivors, which all the world is anxiously waiting to hear. We have the figures, indeed, from our correspondent's telegram, which give the dead as 67 and the wounded at 120. From this it appears that since the 16th of July only five deaths have occurred, for Sir CLAUDE MACDONALD on that date reported that 62 in all had been killed since the attack on the Legations commenced. Since the so-called armistice on the 16th ult. it will probably be found that the fierceness of the attacks considerably abated; although this armistice was never properly observed by the Chinese, any more than were the other engagements made to the Ministers. But the policy of uniform treachery failed equally with the most vigorous assaults to reduce the garrison, and the precipitate flight of the rulers left the besiegers without any plan of action, so that when they were threatened in their turn with siege and assault they were practically powerless to devise any means of resistance. It may turn out that the Allies met with more difficulties in the final stage of their journey than we have yet been told; but it looks at present as if the march, begun in circumstances of great difficulty and danger, ended in a most successful rush toward the goal.

During the 24th hours preceding noon yesterday there was reported one case only of plague and one death.

A military conference of the Defence Ministers and Commanders of the forces of Australasia is projected to be presided over by a General who has taken part in the South African campaign.

At about half-past eight on Thursday night the *Rising Star* ferry launch collided with No. 6 Dock Launch as she was backing away from the *Tsuan*, making a hole four feet long in her side. The ferry launch also suffered considerably.

A sailor named John Moore got too much to drink on Thursday night, and created something of a scene in Queen's Road West by banging a rickshaw about. Lance-Sergeant Kerr interfered and took him to the Police Station. Yesterday he was fined \$10, or a month, for disorderly conduct.

The Band of the Hongkong Regiment will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m. The programme is—
March "Good Old London" Volstead
Overture "Zanetta" Auber
Selection "Rose of Persia" Sullivan
Waltz "Die Botschafter" Kluge
Fantasia "Grand Caprice Hongrois" Kottler
Polka "Fun of the Fair" Bogetti
"God save the Queen."

On Thursday some boatmen were having a game at cards on a boat at Yamutai when a Chinaman—Fung In—came bustling up to them. The man declared that he was a constable and said that if 50 cents was not forthcoming there would be trouble. The man did not seem inclined to let him have the 50 cents and he accordingly drew a truncheon and struck one of them twice. Subsequently a genuine police-officer appeared on the scene. He searched the bogus constable and found him in possession of a bayonet and a sword. For being in possession of arms without a permit the man was fined \$250, or three months, and for impersonating a police-officer he was fined \$100, or three months, one sentence to follow the other.

It seems that Major Dobell, Royal Welsh Fusiliers, had some difficulty in catching the *Antillian*, which he at last overtook at Singapore on its way to Hongkong. He hurried from Port Elizabeth to Durban, just in time to hear that the *Antillian* had gone. There was another steamer in quarantine about to leave for Ceylon, actually starting. He borrowed a boat, pursued it, and after a row of about three miles, the steamer stopped and wanted to know what the trouble was. Major Dobell said he had to go to China and he meant to go. On his arrival at Singapore by the German mail yesterday, the *Antillian* was just on the point of leaving the wharf. Major Dobell was informed of this, packed in a brace of shakes and got on board by the skin of his teeth, glad to be amongst the detachment of his regiment bound for this port.

The Fourth Gymkhana Meeting of the season will come off this afternoon, weather permitting, on the Happy Valley and Race Course at 4.30 p.m. The events to be decided are—1. Ladies Nomination. Orange Race—6 Chairs. 2. Buns. Man on pony to pick oranges off chairs and toss above head, going full speed. Points deducted for lack of pace. 3. Tent pegging and Turk's Head—3 runs. Points for pace. Points—3 for Turk's Head, 5 for a take, 3 for a draw, 1 for a touch. No restrictions as to animals. 3 1/4 Mile Race.—For all China ponies. Weight for inches as per scale. Penalties—winners 1 race this season 5 lbs.; 2 races, 7 lbs.; 3 races, 10 lbs. Four to start or no race. 4. Polo Ball Race.—In pairs, alternate strokes, round a post and back through goal. All polo ponies. 5. Ladies Nomination.—Different coloured ribbons are put into sealed envelopes and given to the ladies. Gentlemen ride over hurdle to flag, dismount, and take an envelope from basket, ride back over hurdle to winning post. Lady possessing corresponding colour to that in man's envelope first past post wins. 6. Sepoy Race.—For all sepoys in the garrison. Prizes \$10, \$5, \$3. Distance, 200 yards. The Band of the Royal Welsh Fusiliers will be in attendance.

On and after the 9th August, the Pasteur Institute of India was declared open, and all officers and soldiers bitten by rabid dogs are accordingly to be sent for treatment to Kasauli. The regulations authorising the despatch of officers and men to Paris became inoperative after the above date.

The two young Siamese, selected by the King of Siam, whose departure from Bangkok for Europe to be trained in the German Army we have already noted, are the sons of the late H. R. H. Prince Krom Phra Chakrapatpongse, and the son of Luang Pityatanyong. One of the Siamese princes, H. R. H. Prince Chao Fa Chakrapongse, has gone on a visit to the Czar.

Sir John Fisher has designed a ship which is to be both storeship and collier combined. There is naturally a great deal of difficulty in looking after small craft in regard to coal, stores, and so on, and this, of course, restricts the limits of action of a torpedo flotilla. The new idea is to make the *Tyne* a depot-ship for the torpedo flotilla.

Mr. James Marshall, storehouseman at the Naval Yard, noticed some 20 baskets of coal being carried into a shop. Suspecting that they had not been come by honestly he approached Lance-Sergeant Angus, who entered the shop and found some men busily engaged in carrying the coal to the back premises. The owner of the shop, Tam Wai, could give no satisfactory explanation as to how he had obtained possession of the coal, and in consequence he was yesterday fined \$25, or two months, for being in unlawful possession.

William Howard, an R. A. man from the transport *Antillian*, was in Arsenal Street on Thursday night under the influence of liquor. He had just got out of a rickshaw, and when fumbling about his pockets complained to another Artillery man, named Charles Brackland, that he had lost some money. Suspecting the rickshaw coolie, Brackland searched him and found on him a half-sovereign and four crown pieces, which Howard claimed as his. The coolie, Chan Chik, was yesterday sentenced to three months' hard labour for his dishonesty.

According to a telegram from Bulawayo, an Anti-Chinese Immigration Committee of that town has held a conference with the Chamber of Mines regarding the importation of Chinese mine labourers. It was resolved to address representations to the Imperial authorities with a view to making sufficient native labour available. In the meantime, no steps will be taken to import Chinese. The Town Council of Salisbury has unanimously protested against the introduction of Chinese labour for the mines.

The increasing demand for rubber has drawn attention to the advantages of cultivating gutta, a leading product in Java, and in several of the neighbouring islands. The extraction of rubber from fresh leaves of the gutta tree has in consequence now become an important industry, and to develop the latter a business venture has been started at Batavia under the style of the "Borneo Gutta Percha Company" with a capital set at 500,000 guilders. The firm of De Brandt and Co., of Singapore, is interested in the enterprise to the amount of 100,000 guilders. The Company proposes to buy up and work a gutta factory at Millow on the Kapuas River in West Netherlands, Borneo. This factory is equipped for the extraction of gutta from fresh leaves by a process of French invention. The factory has cost 36,000 guilders. It is expected that the working capital at the start need not exceed 50,000 guilders. The prospects give calculations showing the likelihood of the Company's profits reaching 90,000 guilders a year soon.

The remains of Lieut.-Col. Ryan were interred yesterday evening in the Roman Catholic Cemetery at Happy Valley. The funeral was the most imposing we have had in the colony for some time, the procession including the full band of the Royal Welsh Fusiliers, a firing party (in charge of Lieut. Geiger, of the B. W. F.) numbering 300, strong detachments from the Royal Artillery and Royal Engineers, some bluejackets from the German cruiser *Hertha*, and a large number of British naval and military officers, including H. E. Major-General Gascoigne, C. M. G., Colonel The O'Gorman, Commodore Powell, Captain the Hon. H. W. Trefusis, Colonel Kitchell, Major F. Morris, R. W. F., and Lieut. Col. Sir John Carrington, C. M. G. (Commandant of the Hongkong Volunteer Corps). Viscount Sutherland, representing H. E. the Governor, was also present. The procession started from Wellington Barracks, in the vicinity of which a large crowd had assembled, all reverently uncovering as the coffin, covered with beautiful wreaths, etc., passed by. Among those who sent floral tributes were Major-General Gascoigne, Sir John Carrington and officers of the Hongkong Volunteer Corps. Lieut. Col. the Hon. R. H. Bertie and officers of the R. W. F., Major and Mrs. S. F. Clark, officers of the R. A. M. C., officers of the R. E., Major and Mrs. Whitty, Sergeant Major Wiseman, Lieut. Diggins, members of the staff mess, and Dr. and Mrs. Francis Clark. The following acted as pallbearers:—Captain Bewley, Major Brown, Major Cangan, Major Whitty and Lieut. Diggins. The Rev. Father Del Maria, assisted by the Roman Catholic clergy of the city, conducted the burial service, and he and the other reverend gentlemen met the corpse at the cemetery gate and led the way to the grave. There was a large assembly inside the Cemetery as well as out, the President of the Sanitary Board (the Hon. R. D. Ormsby, Director of Public Works), Dr. F. Clark (Medical Officer of Health), and Mr. G. A. Woodcock (Secretary of the Sanitary Board) being among those present. The ceremony throughout was of a most impressive character.

The British Foreign Office has been petitioned for a judge to act in the British Consular Court at Bangkok.

In Reuter's telegram of the 21st inst. the words "P. & O. Mail *Golconda*" should have been the "B. I. Mail *Golconda*."

The P. & O. Co's hired transport *Formosa*, No. 42, left Singapore yesterday and may be expected to arrive in Hongkong at noon on Wednesday, 29th August.

It is understood that Mr. G. Greville, H. B. M. Minister to Siam, will not return to Bangkok, but proceeds to Mexico to act as Minister there.

E. W. Freeling Duke, who, until recently was a clerk in the Penang Free Library, is under remand in the local jail on a charge of criminal breach of trust.

A scheme is afoot in New Zealand for raising an Imperial Reserve Force of ten thousand good riders and shots for Imperial and Colonial service within defined limits.

Owing to the China war, Siam rice is hardly imported now into Java. The authorities there have been directed by Government to urge the people in their districts not to part with the rice in stock, a death being at hand.

It appears that we were misinformed about the arrival of Sir Robert Hart at Tientsin. The Acting Commissioner of the Imperial Maritime Customs, Kowloon, writes to us that no information has reached the local office of Sir Robert Hart or any of his staff having left Peking.

Mr. Charles Wishart, the Chief Engineer of the S. S. *Borneo*, died from heart disease on board his vessel on August 16th, while she was a few miles distant from Singapore. Mr. Wishart was at one time in the employ of the Blue Funnel Line and was well known and respected in Hongkong.

The "Straits Chinese British Association," recently formed at Singapore for the improvement of the social status of Straits-born Chinese, has among its list of honorary members on the Committee the name of Dr. Ho Kai of Hongkong. At the first meeting of the Association it was announced that a membership of over a thousand had already been obtained.

A somewhat amusing prosecution was recently heard in the British Consular Court at Bangkok. A billiard-saloon keeper charged a Chinaman with assault and damage to his billiard-cues. He said that the celestial would insist upon rubbing fat pork on the billiard cues. In consequence of the unpleasant odor arising from the cues several customers had to leave the saloon, and many Malays said they would not enter the place again. Isaacs, another customer, declared that his patronage was lost, as he could not finger pork-stained billiard cues. The Chinaman denied the assault, but said that he had been eating pork chops, and his hands "got a little greasy." The Court fined him Ticals 10.

Discussing the future of South Africa, the *Daily Telegraph* says—"As soon as the war has terminated the first step, it is stated, will be to divide the dual office of High Commissioner of South Africa and Governor of the Cape of Good Hope, now held by Sir Alfred Milner. The Governorship will probably be offered to Sir George Goldie, well known as the founder of Nigeria; while the Commissionerhip will be bestowed upon Sir Alfred Milner, who will particularly devote his attention to the pacification and settlement of the two new Colonies—the Transvaal and the Orange River Colony. This operation is confidently expected to occupy a couple of years, after which federation may come within the scope of practical politics.

THE WRECK OF THE "FUTAMI MARU."

The Nippon Yusen Kaisha's s.s. *Futami Maru*, Capt. J. Thom, was wrecked off Cape Calavite, Mindoro Island, on the 17th instant, as appears from our telegram. The *Futami Maru* left Sydney on August 2nd with passengers, mails, specie and cargo for Japan. She reached Thursday Island and left on the 11th inst. On the 15th she met with the s.s. *Eastern*, whose Captain reported on the 13th that bad weather was expected. The *Futami Maru* was heading for the centre of the typhoon, when it is presumed she became unmanageable. All the passengers, crew, mails and the specie were saved by the s.s. *Australian*, which was on her way to Manila. The cargo was lost with the ship. The *Futami Maru* was due to leave Manila on the 19th inst. The passengers are expected here by the *Australian* next Tuesday, having reached Manila by that boat yesterday. The ill-fated vessel was built last year in England. She was 350 feet long, registered 3,841 tons gross, 2,391 tons net, and her speed was 17 1/2 knots. She is fully insured in Japan.

Yesterday afternoon, in addition to our own telegram from Manila, and the notification by the Nippon Yusen Kaisha of the wreck, we also received from Messrs. Gibb, Livingston & Co. the following message:—

"The following is a copy of a telegram we have received from our friends in Manila:—*Australian* arrived this morning and reports that at Cape Calavite she fell in with the *Futami Maru* which was a complete wreck; took off all the crew and passengers, also specie and mails."

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 24th August, 9.31 p.m.

REPORTED CAPTURE OF THE EMPEROR.

It is reported that the Japanese have captured the Emperor eighty miles north-west of Peking. Yung Lu is at Paoingfu. CHANG CHIH-TUNG EXECUTES 30 REFORMERS. Chang Chih-tung has executed thirty reformers, alleging the discovery of a plot to burn Hankow. The Reform Committee insists that the victims had gone to Hankow to restrain the Kolaohui Society men.

TROUBLE FEARED ON THE YANGTZE.

There is some fear now of trouble in the Yangtze Valley before long. 35 FOREIGN SHIPS NEAR SHANGHAI. Thirty-five warships in all are now here or at Woosung.

LONDON, 23rd August, 7.55 p.m.

THE REPLY TO LI HUNG-CHANG'S APPEAL.

The United States have replied to Li Hung-chang's appeal, stating that China must show her ability and willingness to suspend hostilities effectively before any peace negotiations can be started. Germany has also declined to listen to the Chinese appeal.

THE WAR IN SOUTH AFRICA.

LONDON, 23rd August, 7.55 p.m.

SUCCESSFUL ACTION OF BADEN-POWELL.

Lord Roberts reports that General Baden-Powell successfully fought Commandant Grobler's rearguard all Tuesday and occupied Pienars River Station.

DE WET IN THE ORANGE COLONY.

Commandant De Wet has recrossed the Vaal at Magaliesberg, returning to the Orange River Colony. Lord Roberts estimates De Wet's force at 300 men.

MR. STEYN'S MOVEMENTS.

Mr. Steyn, with a small bodyguard, has crossed Pienars River to join President Kruger at Meachadodorp.

CHARGES AGAINST THREE M.P.S.

A Parliamentary Paper on the correspondence of Mr. Labouchere, Dr. Clark, and Mr. Ellis with the Boers previous to the ultimatum has created a sensation.

GENERAL NEWS.

WRECK OF THE "FUTAMI MARU" OFF MINDORO.

[FROM OUR CORRESPONDENT.]

MANILA, 24th August, 12.50 p.m.

The *Futami Maru* suffered total shipwreck on the 17th instant. All lives and the mails were saved. The wreck occurred off Cape Calavite, Mindoro Island. The *Australian* rescued the passengers and brought them to Manila.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

Yesterday the transport *Fuzika* arrived from Calcutta with a squadron of the 3rd Bombay Cavalry (2 British and 4 Native officers, 121 N.C.O.s and men, and 83 followers, with horses and mules), a Section of the 25th British Field Hospital (1 British, 6 men, and 80 followers), and details. The British officers on board were Capt. Pervie and Buswell, Lieut. Denning, Willes, and McGreen.

The *Sirha* returned from Taku yesterday, and the *City of Cambridge* sailed for Weihaiwei, the *Uganda* for Bombay. The *Duke of Portland* returned from Shanghai.

THE PROTECTION OF SHANGHAI.

The French cruiser *Pascal* landed one hundred men on Saturday last, who are to assist the three thousand British Indian troops in defending the Settlements, pending the arrival of two hundred and fifty Annamites by the next French mail. The American Association, at the suggestion of the U.S. Consul-General Mr. Goodnow, has sent a telegram to Washington urging the despatch to Shanghai for the same purpose of an American contingent.

TIENTSIN.

[FROM OUR OWN CORRESPONDENT.]

Tientsin, 10th August.

PEKING NEWS.

Our last authoritative news from Peking is dated 4th August, and is of a reassuring nature. Perhaps the most striking feature, after the statement that there were no more serious casualties, was that Railway Commissioner Su Ching Ching, late Minister at Berlin, and Yuan Chang, member of the Tsinghli Yamen, had been summarily beheaded by Imperial decree for rendering assistance to foreigners. The Legations had, since the cessation of firing on the 16th ult., received no assistance from the Chinese Government. Desultory firing had begun again on the 2nd August, the day when the advanced guard moved out of Tientsin, and two Russians had been wounded. The Christian converts (Roman Catholics) at the Pei Sang had also been fired at, and attempts had been made to cajole away their foreign guards (French and Italian sailors) under a pledge that the Chinese would thereafter protect them; but this was regarded as a mere clumsy device to ensure their prompt massacre. The Ministers had been once more ordered to quit under threat of an attack in force; but of course there was no intention whatever of compliance. The defences had been indefinitely strengthened, and they were carefully husbanding food and ammunition in the confidence that they could hold out till the relief force came. I have also heard from a native and less trustworthy source that the foreigners had been able to secure a fair supply of food. This would be more credible were it not accompanied by the more dubious statement that they had also been able to procure some ammunition.

In Tientsin we all feel that the last three days have been crucial in Peking, and that if our neighbours have survived them, as we think they have, they will yet come out alive from their terrible ordeal.

THE ADVANCE AND THE HEAT.

Yesterday the advance guard (the Japanese) was reported to be thirty miles distant from Peking, and moreover the main body was to attempt a forced march of thirty miles during the 24 hours. This, under the intense heat, would be an almost impossible feat, and if it has been done will be historic. Several cases of heat and apoplexy are reported; the only wonder is that there have not been scores, instead of units.

A 4.7 ARRIVES.

The 4.7 in Q.F. was sent on yesterday and reached Yangtsun (18 miles), but as we have had tropical rain all this morning in Tientsin, it is feared progress will be at a standstill. The communications are open, and runners pass up and down; but we hear sulping is not infrequent beyond Yangtsun.

A MERITED DECORATION.

I do not know if the fact that M. le Comte du Chaylard has been decorated by the French Government has been made public; the significance of his promotion to the grand cross of the Legion of Honour is that his diagnosis and prognosis of the situation in North China during the last six months have been wonderfully accurate and have shown that the Consul General possesses both sound judgment and great prescience.

THE QUESTION OF THE TAKU FORTS.

I have some reason for believing that his and certain other memoranda sent in to the Berlin Foreign Office during the last year or two by an old and well-informed resident are the only formal notifications of the coming storm extant in the official bureaux of Europe and America. We must not, however, omit the clear and oft-repeated warnings of the able editor of the *Peking and Tientsin Times*, particularly as much clever criticism was bestowed on them as the mere shouts of "wolf, wolf," or the eccentricities of a journalistic Cassandra. Many saw the tendencies of the Boxer propaganda, but few had the remotest idea that it would develop with cyclonic force and carry on with it the entire bureaucracy of the Province and the whole of the officialdom in the Capital, to say nothing of the troops, and the secret sympathy of most of the civil population. I am indulging in this vein because I fear the Ministers when once again in the saddle are going to make a dead set at the men who were responsible for the seizure of the Taku forts. The diplomatic idea is that it was this step and this alone which precipitated the action of the Chinese Government, and the alliance of the troops with the Boxers, and that its prompt issue was the jeopardising of every foreign life in North China. They think that if the forts had not been seized, the situation would have been comparatively simple; that it would have been merely a Boxer problem, plus the collision of a few ultra-reactionaries. This view of matters must be opposed *à tout prix*, the official mind, with the one exception referred to, has seen this Boxer question askew all the way through; therein it is not to be blamed as nearly every man in North China was equally blind; but I may state that the lay mind is more alert to learn the truth from a new presentation of facts, and not to go on hugging delusions just because of a preconceived theory. I feel as certain as of my own existence that the taking of the forts had no real effect on the issue at all except to precipitate matters by a day or two. The actions of our servants, of the Tientsin Officials, the written evidence left in the Viceroy's Yamen all prove that, forts or no forts, the Boxers were going to force the situation, and had already cowed the officials and soldiers into absolute fear. "We were to be utterly destroyed in three days; and the attack actually began 20 hours before a shot was fired at Taku." Had the forts not been captured, there is every presumption that relief could not have reached Tientsin in time, and that the greatest crime in modern history would have been consummated. Every foreign throat in North China would have been cut, and tens of thousands of Chinese associated with us in

trade, schools, religion &c., would have been measured. It will be sheer nonsense to contend that the Taku business was the cause instead of the salvation of the situation.

GERMAN ARRIVALS.

Our latest arrivals have been a German naval brigade numbering 250; the large Marine brigade from Kiel is expected in two days. It is understood the transports are going to Kiaochow, there to disembark the men for garrison duty, and to embark the present garrison for the field.

CHINESE INACTIVITY.

Up to date the considerable body of Chinese away to the South and South-West of Tientsin has done nothing but exchange rifle shots with the Japanese accounts. Their inactivity is difficult to account for: about a week ago it almost seemed as if they were going to demonstrate down stream and threaten our communications.

NEW MOUNTINGS.

I hear the new field-mountings for the 47 Q. F. have been tried successfully: they are much simpler and lighter than the well known "Scott" mountings, and have been quickly made at the Taku works of the Lighter Company from the designs of one of the engineers of H.M.S. Phoenix.

CAVALRY HORSES.

The horses of the Sixth U. S. Cavalry have now arrived: some hundred odd of the animals are still "soft" from the voyage, and will require at least one week's rest before they go to the front. The troopers are in fine fettle, and are only chafing at the delay in getting up. In nothing is the contrast between East and West so marked as in this arm: the China, Japan, and Annam pony looks a pigmy beside the huge waters and Americans.

Later, 13th August, 8 p.m.

THE ADVANCE.

Allies had a slight encounter at Ho Si Wu (half way), four wounded. To-day Japanese are not less than 20 miles of Peking. English and American six miles behind; expect to be at Tug Chow (13 miles) to-morrow. Total force will be before the Walls on Monday at latest.

Sir Claude's last message asks for stores; these are being forwarded by Mr. Tallion: it is inferred that he will *pro tem.* remain in Peking.

THE TAKING OF PEKING.

The following is the official report received at Shanghai by the British Consulate-General, on the taking of Peking by the Allies:—
"The Allies' force of attack began on the morning of the 14th from the East. The attack was begun by artillery fire. It was obstinately resisted by the enemy, who held the walls. The British and Americans were on the south side of the Tugchow Canal; the Russians and Japanese on the North. The Tugchow and Chaochow gates on the east side of the Tugchow Canal were blown up by the Japanese. The British and Americans entered by the Tugchow gate. At once detachments were sent to the Legations. The Ministers and staffs are all well. The Japanese lost 100, while the Chinese had 400 killed."

THE AMERICANS AT TAKU.

ADMIRAL KEMPFF EXPLAINS.
The report from Rear-Admiral Kempff, explaining why he did not take part in the attack on the Taku Forts, has been made public by the U. S. Navy Department. Secretary Long has warmly commended Rear-Admiral Kempff's action. The report says:—

Flagship *Newark* (Taku, China), 17th July, 1900.—Sir, I would state what follows in regard to the happenings previous to the resolve to force here to get possession of the Taku Forts.
2.—On Thursday, 14th June, Rear-Admiral Bruce called and asked what I thought of the matter, and I informed him that I was not authorized to initiate any act of war with a country with which my country was at peace; that my limit was to protect American interests both by regulations and under recent instructions from both the Department and from the Commander-in-Chief of the United States Naval Forces on the Atlantic station.

3.—On the 15th, at a consultation of the other foreign naval officers, it was agreed that the railroad station at Tugchow should be taken (the railway is under Chinese Government control), and in case any Chinese Government force attempted the force of any nation should be involved and act unilaterally. Under my instructions I could not join in taking possession of Chinese Government property, and did not care definite authority.

4.—Yesterday, 16th June, the same foreign naval officers signed a compact that it was necessary to take temporary possession of the Taku Forts, and notice was served on the Viceroy at Tientsin and on the Commandant of the forts. The Consuls at Tientsin were informed of what was contemplated. I did not join in the attack on the forts. Captain Wise of the *Monocacy* had orders to protect American interests, based upon the Department's orders, but in case of attack by the Chinese Government force he was to consider it as a declaration of war and act accordingly. Very respectfully,
Louis K. Kempff,
Rear-Admiral, U.S.A.

NEWCHIWANG.

THE TEMPORARY GOVERNMENT.
The Newchwang correspondent of the N. C. Daily News writes:—

Vice-Admiral Alexoff arrived on the 5th inst., and left on the 10th inst. for Port Arthur. He has appointed A. V. Ostrovskikh, temporarily to be Civil Administrator, Captain Clapier de Collogne to be Commandant, and A. V. Krivoy to be Acting Russian Consul.

THE CUSTOMS REVENUE.
The revenue will be collected as before by the present Customs staff, and paid into the Russo-Chinese Bank, but being appointed as security for a foreign loan, it will not be applied to defray the expenses of the occupation.

RUSSIAN PROGRESS.
The Russians are moving north; yesterday the 9th they defeated a large force of a few miles from Tielishichow, and this evening they will probably attack Haichang. Most of the Cossacks have gone to the front; after treating the villages in the neighbourhood after a fashion that recalls the days of Attila.

THINGS ARE GRADUALLY SETTLING DOWN in the town but it will be a considerable time before business generally is resumed, as most of the merchants and laborers fled; and though there is enough cargo in port to load a dozen steamers, and prices are unusually low, there is very little hard work in port and the holders of beans will only sell for ready money. Meantime there is practically no demand whatever for imports.

THE SERVANT QUESTION IN HONGKONG.

(Contributed).

It is a pleasing sign of the times to note that native servants—boys, house-cooks, private bearers—as well as their public brethren of the street-chair and ricksha, are not having matters wholly their own way. Scarcely a week passes but one or other of these gentry is hauled before the Magistrate's Bench, charged with disobedience, disorderliness, or some such kindred failing, and either fined or imprisoned. It is not many months since the scale of fares for hired chairs and rickshas was revised, owing to the general rise in the cost of foodstuffs and in rent. It is notorious that the wages of private servants have risen inordinately during the past three years. There have been unmistakable restlessness and discontent, not altogether unwarranted, among the various servant classes, both licensed and unlicensed, for some considerable time. The unsettled state of the interior, together with a long succession of indifferent rice harvests, has sent up the price of fuel and rice. The unexpected influx of great numbers of Philipinos since the Americans went to Luzon to stay, as Commodore Price lists will show, has also been a contributing factor in the same direction; these immigrants, many of whom have settled down permanently in our midst, were then filled the empty houses, and thus sent rents bounding up. The China Crisis on the top of all this has but made confusion worse confounded. The London cabby is a personification, when compared with the men who ply here in our streets; and the highly coloured eloquence of a Farrington driving is as mute silence when put alongside the abusive and redolent language shrieked out by them at the luckless occupant of chair or ricksha who, at the end of his journey, has the effrontery to tender legal fare. The men working public vehicles are licensed, and at the expenditure of a little trouble can easily be brought to book. All that is required is to take the number of the vehicle and give it to the Police, who will themselves take out a summons. The complainant will be informed when to appear, and on establishing his charge, will have the keen satisfaction of seeing the defendants punished. It is, however, much more difficult to deal with the men employed on our premises. Unfortunately, they are now unlicensed, and, in consequence, play fast and loose with the many immediate advantages this fact gives them. Native domestics were never so troublesome and unsatisfactory as at the present moment. The servant question is as vexed and acute in Hongkong as it is in London. The convenience of these menials has to be considered to such an extent nowadays that it is becoming a serious question in many households of doing with a smaller number of them. They are insolent and supercilious. If the slightest objection is made to their mode of work, they at once threaten to leave at the end of the month, and in some cases will go away at a moment's notice; or, after some disagreeable incident, they will allege a dead grandmother, demand, and in many cases obtain, wages up to date on condition of supplying a substitute, who is oftener than not, bogus, and who, by a judicious smattering of valuable crockery, or by one of the thousand and one methods of torture that such a man has ever ready to hand, will manage to get turned away at the end of the first day. House-servants are banded together in hongs or guilds, which no doubt support them in this disreputable work. Servants of all grades are much more highly paid in Hongkong than in any of the coast and river ports, and are infinitely less obliging. The native servant was always reputed as a nimble-fingered Antelope; but, of late, he has developed into a mean low type of thief, so that nothing is too small for him to purloin. Domestic servants in the Far East have many more in documents to steal than the same class has at home; for, in addition to wages, they are given lodging, but no board. This is an important difference to bear in mind, because it accounts for much of the constant wearing friction that occurs between employer and servant. We give a concrete example. Years ago, the food eaten in the servants' quarters and that prepared for the table were quite different; and a joint given to the cook was served up at its proper weight, due deductions being made for legitimate waste in getting it ready for the oven, as well as for what is ordinarily lost during the actual process of cooking. Then once the servants fed wholly on rice, with *sung* or accompaniments—for rice is rigorously regarded as the staple food of every meal—in the shape of seasonable vegetables, fish, or pork, with the occasional luxury of poultry at festival times. To-day all this is vastly altered. Chinese commonly eat bread, while beef and mutton not infrequently form part of their diet. The result is, that there is much ceaseless petty pilfering going on, in kitchen and pantry, that of old did not exist. *Autres temps, autres mœurs.* And then, in the eyes of these people, such theft is but a mere spicing of these little robberies carried out in the kitchen. If that it is next to impossible to detect them. If the culprit be caught *flagrante delicto*, it is, for many reasons, nearly always advisable to overlook his act; for, if the man be brought into Court, convicted and summarily sentenced, the complainant is sure to be boycotted; or it may happen that his other servants will leave him in a body—this has been done—or threaten to do so. It does, however, occasionally come to pass that some incensed householder, wittingly, risking all this contingent unpleasantness, carries his just complaint to a Magistrate, and gets the offender smartly punished. Very obviously the remedy for this disreputable state of affairs is some practical scheme of effective registration. The local authorities formerly had a system of registration for private servants, but no one, in those good days, cared to go to the little trouble it entailed. Servants were then unspoilt; there were but

few ladies in the Colony, and so the scheme was allowed to die of sheer neglect. A private Registry for servants was started about six years ago, but it too fell through, owing to lack of support. If it is a thousand pities that the Government system of registration was allowed to die out. He who would get it revived would receive, not undeservedly, the thanks of the heads of every European household on the island.

HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED.

The following is the report for presentation to shareholders at the third ordinary meeting to be held at the office of the General Managers on Monday, 3rd September, at 4 p.m.:—

The General Managers now submit a statement of receipts and expenditure together with the result of the working of the mill up to 15th August.
The profit and loss account for the period under review is attached and shows a debit balance of \$144,588.47, an unfortunate result for which interest is largely responsible.
The working account shows a loss of \$69,637.79, in which, however, is included a sum of \$24,297.94 disbursed in erecting machinery, &c., which, of course, is an item that would not appear again. It is apparent that the Company is very much under-capitalized, and the consideration of this subject will be introduced to the shareholders at the coming meeting.
The Company has had to struggle against grave difficulties in connection with labour supply, and at one time during the plague epidemic, deaths and panic reduced our working to 10,000 spindles.

CONSULTING COMMITTEE.

The General Managers regret to record the death of Mr. Leo Sing, whose seat at the Board has not been filled.

AUDITOR.

The accounts have been audited by Mr. W. Hutton Potts, and that gentleman offers himself for re-election.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 22nd August 1900.

BALANCE SHEET.	
LIABILITIES.	
Capital	300,000.00
Jardine, Matheson & Co.	1,523,943.28
Bath, Stevenson & Co.	5,430.12
Hongkong & Shanghai Banking Corporation	6,935.07
Accounts payable	7,223.78
	\$2,452,489.25
ASSETS.	
Land	44,212.86
Buildings	578,941.15
Machinery	1,101,424.82
Water supply	80,297.60
Stock of raw cotton and cotton in process	4,410.12
Stock of yarn	457,648.50
Stock of waste	2,306.00
Mill stores	422.00
Stock of coals	1,464.50
Provisionary expenses	2,157.00
Accounts receivable	324.85
Fire insurance, unexpired premium	16,876.08
Balance of profit and loss account	144,588.47
	\$2,452,489.25

PROFIT AND LOSS ACCOUNT.	
Dr.	
To balance of working account	69,637.79
To interest	74,239.63
To auditor's fees for two years	500.00
To directors' fees (not charged)	\$5,000.00
To office allowance and commission to General Managers (not charged)	11,592.18
	\$144,569.60
Cr.	
By transfer from	\$144,569.60
By balance	144,589.47
	\$144,569.47

JOINT STOCK SHARES.

Mr. J. Y. V. Vernon says in his Weekly Share Report, dated Hongkong, 24th August:—A small general business has been transacted during the week, but there is nothing of any importance to report. Rates continue steady and the market quiet.

BANKS.—Hongkong and Shanghai have improved to 302 per cent. premium, ex dividend, and a few shares have changed hands at that rate. The latest London quotation is £37. Nationals have been placed at \$27.

MARINE INSURANCES.—No business to report under this heading.

FIRE INSURANCES.—The market continues dull with sellers of both Hongkong and Chinese at quotations.

SHIPPING.—Hongkong, Canton and Macao have improved to \$30 with sales and close steady at that rate. Indo-China has changed hands at \$75 and \$77 cash, and at \$78 and \$79 for December, closing much firmer at \$79 cash. Dougloughs have ruled rather firmer and after sales at \$40 and \$40½, a small unsatisfied demand has put the rate up to \$42½, at which the market now closes steady. China and Manilla remain neglected, while China Mutuals continue in demand at quotations without bringing any shares on the market.

REFINERIES.—The market is quite neglected, with no sales of either China Sugars or Lurons' report.

MINING.—The market has ruled very dull, and with the exception of small sales of Jebebas, Olivers, and Punjams at quotations, there is nothing to report under this heading.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have ruled rather firmer at 500 per cent. premium ex dividend, in the absence of business though the rate is more or less nominal. Kowloon Wharfs changed hands in the early part of the week at \$91 and \$90 (old issue); later, however, the market weakened and at the close shares are obtainable in small lots at \$90 and \$89 net. Whampoa are still required for at quotations and small sales are reported.

LANDS, HOTELS AND BUILDINGS.—Hongkong lands have ruled very firm with buyers and but few sellers at \$160 to \$165, at which latter rate market closes steady. Hotels continue quiet and neglected with sellers at \$123 and no sales to report. The directors subject to the confirmation of the shareholders, propose to pay a dividend of 8 per cent. for half-year ending 30th June, to write off \$20,000, to transfer to reserve \$15,000, to set aside for repairs \$10,000 and to carry forward \$1,794.71. West Point has found buyers at \$47½. Humphreys have ruled quiet with sellers and no sales at \$11. MISCELLANEOUS.—Comments have been in good demand and a fair number have changed hands at \$204 cash and \$204 for 31st instant, also at \$211 for 31st December, the market closing steady at \$204 to \$205. Watsons have changed hands at \$104 and Watsons at \$10.

PROGRESS IN THE STRAITS SETTLEMENTS.

The annual report on the Straits Settlements for 1899, bearing the signature of Mr. W. Egerton as Acting Secretary, has just been published. Summarised, it is as follows:—

FINANCE.
The revenue for 1899 amounted to \$5,200,023, the three Settlements contributing as follows: Singapore, \$3,104,376; Penang, \$1,671,448; and Malacca, \$424,202.
There was an increase of \$128,745 as compared with the revenue for 1898, and of \$978,819 as compared with that for 1897. The principal increases were under licenses \$90,936, land sales \$49,232, stamps \$29,501, fees of office \$13,839, reimbursements \$12,755, and fines, fees, and forfeitures \$11,616. The expenditure was \$5,062,289 as compared with \$4,867,366 in 1898. Public works accounted for \$211,822 of the increase.

The balance to the credit of the Colony on the 31st December, 1899, was \$2,696,295, as compared with \$1,480,300 on the same date in 1898. The large increase is due to the repayment by the Native States of Negri Sembilan and Pahang of their debt to the Colony amounting to \$1,077,000. The Colony has no debt.

TRADE.
The year under review was profitable to importers, and trade increased both in bulk and value. Prices of manufactured imports were generally higher towards the last half of 1899, and the principal articles of export, especially tin, pepper, and tobacco, show enhanced annual average values of from 20 per cent. to 70 per cent. Coffee alone has declined in price. Trade with gold standard countries rose 15 per cent., with silver standard countries 16 per cent., the greatest increases being in imports from silver countries and in exports to gold countries. Homeward freights are now controlled by the Shipping Conference, and the abnormally high rates of 1898 were still further increased in 1900 and are a very heavy burden on producers of bulky and low priced goods such as tin, pepper, and tobacco. There is little doubt that the Conference is driving away trade, merchandise that was formerly sent to Singapore for transhipment being now sent direct to Europe.

COAL.
The price of Cardiff coal rose to \$39—£3 per ton ex wharf at the close of the year partly owing to the scarcity of tonnage caused by the demands made on steamships by the South African War, and also by the action of the Conference, which prevents all but certain regular lines of steamers obtaining homeward freights at Singapore. Forty-five thousand tons more were received from the United Kingdom, Japan steadily retains her hold of this trade, having sent 281,000 tons, an increase of 18,000 tons, and more than half the total import. Imports of both Bengal and Australian coal were smaller, the last named having been shipped to other Eastern ports direct. A reduced amount of Borneo coal was also imported.

TIN EXPORTS.
Tin exports, in spite of the high price, barely reached the last year's record. The formation of several large companies for hydraulic sluicing of hill sides, the arrival of large numbers of Chinese miners in the latter half of the year, and the immigration of many more expected in the current year will probably very largely increase the production of this metal in the Federated Malay States in 1900. Nearly 38,000 tons of tin ore were imported for smelting in Singapore, all (with the exception of 1,600 tons from the Dutch Indies) being from the Malay Peninsula. There are practically no mines in the Colony. The rich deposits, however, of the rapidly developing Federated Malay States attract all the most experienced miners. No other metal has ever been mined in the Colony, though traces of the gold-bearing quartz veins of the interior are found within the boundaries of Malacca.

TELEGRAPHIC ENTERPRISE.
German trade flourished during the year, and a fleet of eleven steamers trading to Siam, Borneo, and Hongkong, with an aggregate tonnage of 8,621 tons, was transferred from the British to the German flag as feeders to the German mail line from Hamburg to China. This large German mail line also commenced running their boats fortnightly instead of monthly, and far larger and finer boats than the P. & O. on their Eastern section were placed on the line. The doubling of the German line, and the purchase of the Bangkok-Singapore fleet of eleven vessels and other extensions of German shipping in Eastern waters, have probably been much hastened, if not directly caused, by the large profits now being realised by members of the SHIPPING CONFERENCE.

This Conference is a confederation of all the regular lines of steamers running between China and Europe. They fix the rates of freight and allow to all merchants shipping exclusively by Conference steamers rebates of 10 per cent. This rebate is paid at the end of each year, and is forfeited if the merchant ships goods by any outside steamer or otherwise breaks the Conference regulations. The result, of course, is that all must ship by Conference steamers, as other boats are few and uncertain. The effect of the Conference has been to raise freight to London from a normal rate of from 23½ to 27½ a ton to one from 37½ to 52½. Freight when the Conference started had, owing to excess of competing tonnage, dropped as low as 15½ per ton and even less in some cases.

LATEST STEAMER MOVEMENTS.

The C. P. R. steamer *Tartar* arrived at Mei on Thursday, the 23rd August, and left again at 8 p.m. on Friday for Kobe, where she is due to arrive at 3 p.m. on Saturday, 25th August.

The Shire Line steamer *Badenore*, from Middlesbrough and London, left Singapore on the 24th inst. at 6 p.m., and is due here on or about the 30th inst.

Prior to the performance of *Falka* by the Port Elizabeth amateur dramatic club, on the 2nd of June, the following telegram was sent to General Baden-Powell:—"We stage *Falka* 12th. Anticipate open house besieged. Shall want you badly. Can you come?" The following reply was received:—"Regret until I can here ended cannot accept other engagements. With you all success."

SOFT, FAIR, DELICATE SKIN. A clear and healthy complexion produced by using ROWLAND'S KALYDOR, the most soothing, healing, curative and refreshing preparation, and warranted harmless to the most delicate skin. It prevents and removes Freckles, Tan, Sunburn, Redness, Roughness, Itch, and eruptions. Irritation, Stings of Insects, Eczema, Burns, imparts a luxuriant beauty to the complexion, and arrests the neck bands and arms in merciless whiteness, unobtainable by any other means. Ask Stores and Chemists for ROWLAND'S KALYDOR, and avoid poisonous imitations. [1432-2]

A FORMER U.S. MINISTER ON LI HUNG-CHANG.

Under the title of "Li Hung-chang, whom all the world expects to quell the Boxers," Mr. Charles Denby, ex-United States Minister to China, writes in the *Sunday World*:—

Li Hung-chang now talks in praise of the Americans because they did not go in with their colleagues and loot China; but it would have been better if he had taken a strong stand against this inopportune partition. He did not raise his voice. He was infatuated with Russia and intoxicated with the adulation shown him when he went to represent China at the Czar's coronation.

He was tremendously superstitious, or pretended to be. He actually worshipped in a temple at Tientsin a poor little wretched water-snake, proclaiming that it was the Water-God. After the French engineers had built over the Peiho at Tientsin a magnificent iron bridge he tore it down because the boatmen objected to it. Li's brother, Li Han-chang, was Viceroy at Canton. I had a claim against the Canton authorities for damages done to a Methodist chapel, and I wanted Li's influence with his brother. I asked for a letter to his brother urging the payment of the claim. He refused, said he did not like missionaries, that they had lost nothing and shouldn't have a cent. I told him that I knew he would give me the letter because he always did what was right. He still refused, but said, "Come and dine with me."

I went to the dinner. He proposed my health and I his, and then he drew from his sleeve an envelope about a foot long and six inches broad and handed it to me, saying: "Here is your letter. I took it to Canton and made several poor missionaries happy by paying to them considerable sums of money which I had collected from Li Han-chang."

One cannot help liking Li, although one chafes at the stream of questions that rolls out of his mouth. The only way to get along with him is to take the initiative and pour questions into his ear. I often discussed all manner of questions with him. One day, with the connivance of Pothick, who is an American and the best and brightest fellow in the world, I got the start, and I rolled out interrogatories as to the relations with Russia, his giving away the soil of China and the folly of this action.

Finally he said: "You have been here thirteen years, you understand diplomacy; tell me, do you think any other nation will want a part of our territory?"

I said: "Yes, they will all claim grants under the 'favourable nation clause.'"

He said: "What nation?"

I said: "Italy, for one."

Let it be noticed here that Italy demanded a cession in a few months.

"What other nation?" he said.

I answered: "All—Austria, Spain, Japan and the others."

"How about the United States?"

I answered: "I am thinking of taking Canton."

The old gentleman fell back in his chair, collapsed; but I soon relieved him by telling him that China was safe so far as we were concerned.

Once when a grandson was born in the legation Li called to offer congratulations. He tendered his felicitations on my being a grandfather. I listened with surprise, because Li knew that my daughter was the mother of two children. When I mentioned that fact, stating that I had been a grandfather several years, Li said that he knew that my daughter had children, but they did not count; a man was never a grandfather until his son became a father. This is the estimate that the Chinese put on the fair sex.

As to Li's conduct now, in the troubled condition of China, he will undoubtedly do what he can to restore order. He is, I believe, seventy-eight years old. He is infirm. Two men support him when he walks. He is treated every day with electricity. Twenty years ago this crisis would have made him Emperor, but he has lost prestige. Neither the people nor the Government have condoned his part in the Japanese war. They think that he ought to have prevented it, and when it came on he should have made a better defence, and that the Shimonoaki Treaty was a blunder.

NOW READY.

"MOUNTINGS OF THE NAVAL GUNS AND THEIR SUBSEQUENT USE WITH THE LADYSMITH RELIEF COLUMN."

Being a Lecture by CAPTAIN PERCY SCOTT,

R.N. C.B., CAPTAIN A. H. LIMPUS, R.N. (of H. M. S. *Terrible*).

The book is printed on art paper, and illustrated with coloured maps and sketches.

Prices \$1 and \$1.50

THE FIGHTING AT TIENTSIN.

WE HAVE A SMALL QUANTITY OF PLANS OF TIENTSIN FOR SALE.

PRICE 75 Cents each.

The Plans show the latest extensions in the Foreign Settlements at Tientsin, position of the Public Buildings, &c.

Printed by Messrs. JOHN BARTHOLOMEW AND Co., Edinburgh.

"DAILY PRESS" OFFICE. [1900

Hongkong, 17th July, 1900.

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUR WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W.

J. W. KEW & CO., STEAM WATER BOAT COMPANY. Hongkong, 9th October, 1895. [1763

AMERICAN SYSTEM OF DENTISTRY

AT No. 30, QUEEN'S ROAD CENTRAL, CHADWICK KEW (LATE OF FOATE & NOBLE). Hongkong, 15th September, 1899. [175

BUSINESS NOTICES.

房藥館芝廣
KWONG CHI KOON
DISPENSARY.

街欄樂城省東廣
CHEONG LAN STREET, CANTON

子甲次歲年叁治同清大
創開年四拾陸百捌仟壹英大

ESTABLISHED 1894.

記為祥吉意如



Trade Mark

KWONG CHI KOON

DISPENSARY.

CHEONG LAN STREET, CANTON.

ESTABLISHED 1894.

油意如 UNRIVALLED U I YAU

or "AS YOU WISH OIL." Prices at \$1.00 per bottle. " 0.50 per bottle. " 0.25 per bottle.

散開通 TUNG KWAN SAN, or "Army Medical Powder," 50 cents per bottle.

散打跌 TIT TA SAN or "Falling and Bruising Medical Powder." Price at 50 cents per bottle. Made from the best selected medicine to be used for the above Oil and Powder.

散及油造製

NEW ADVERTISEMENTS

GYMKHANA.

THE FOURTH GYMKHANA will take place in **HARRY VALLEY TO-DAY (SATURDAY)**, the 25th instant, weather permitting. Commence at 4.45 p.m. Hongkong, 25th August, 1900. [2271]

UNIVERSAL TRADING CO., LIMITED.

NOTICE is hereby given that the **FIRST GENERAL MEETING (STATUTORY)** of the **UNIVERSAL TRADING COMPANY, LIMITED**, will be held at No. 4, PRAYA CENTRAL, on **MONDAY, 3rd September, 1900, at 12 Noon**.
ELKS KELLY,
General Manager.

Hongkong, 25th August, 1900. [2272]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above on **TUESDAY, the 26th inst., at 4 p.m.**

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 24th August, 1900. [2269]

NORDEUTSCHER LLOYD.

FOR SINGAPORE.

THE Company's Steamship

"WONGKOL."

Captain Brook Pigott, will be despatched as above on **TUESDAY, the 26th inst.**

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th August, 1900. [2273]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKO.

HAMA.

THE Company's Steamship

"RADNORSHIRE."

Hadley, Commander, will be despatched for the above port on or about **FRIDAY, the 31st August.**

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 25th August, 1900. [2274]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 26th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 24th August, 1900. [2270]

THE HONGKONG WEEKLY PRESS is

now ready and contains:—

The Relief of Peking.

The Missionary Outrages.

Russia and the Crisis.

The Naval Yard Extension.

Shanghai and the Peking Story.

The Crisis: Telegrams.

Supreme Court.

The Crisis in China.

The Relief of Peking.

The Soldiers and Sailors' China Relief Fund.

The Li Yuen Street Gambling Case.

The Gage Street Cutting and Wounding Case.

Hongkong and Shanghai Banking Corporation.

Hongkong and Whampoa Dock Co., Ltd.

The Hongkong Hotel Company, Limited.

Canton.

Sandakan Notes.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 24th August, 1900.

WANTED.

BOARD and RESIDENCE with private family for married couple. State moderate terms per month or quarter and particulars to—

F. B.
Care of Daily Press Office.
Hongkong, 24th August, 1900. [2265]

HIRANO NATURAL MINERAL WATER.

HIRANO MURA, HYOGO-KEN, JAPAN.

BOTTLED in its Natural Carbonic Acid Gas. Bright, Sparkling and Effervescent. An excellent drink with Wines or Spirits. Price \$5.50 per Case of 48 Pints.

As seen from the Imperial Japanese Government's Analysis the above belongs to a class of saline mineral waters having alkaline reaction, and taken internally its medical uses are for chronic catarrh of the stomach, intestines, diseases of glands and chronic endometritis.

TAI WO & CO.
22, Bank Buildings,
Agents for Hongkong.

Hongkong, 14th August, 1900. [2211]

CARMICHAEL & BARLOW,

CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS,
QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships. Launches and light draught vessels a speciality. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale.

Telegrams, "CELESTE," Hongkong.
Telephone, 232.

H. F. CARMICHAEL,
B. J. BARLOW.

Hongkong, 1st June, 1899. [1637]

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-year ending 30th June last at the Rate of One Pound and Ten Shillings Sterling (£1 10s. sterling) per Share of \$125 is PAYABLE on and after **MONDAY, the 20th August**, current at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors.
H. M. BEVIS,
Acting Chief Manager.

Hongkong, 18th August, 1900. [2240]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8 per Cent. per Share and BONUS of 12 per Cent. per Share for the Six Months ending 30th June, 1900, declared at Monday's Ordinary Half-Yearly Meeting, will be PAYABLE at the premises of the Hongkong and Shanghai Banking Corporation on and after **TUESDAY, the 21st August**, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, Praya.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 21st August, 1900. [2244]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel on **TUESDAY, the 28th August, 1900, at Noon**, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1900, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 25th August, both days inclusive.

By Order of the Board.
C. MOONEY,
Secretary.

Hongkong, 17th August, 1900. [2239]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the RATE of 1 per Cent. (Two Dollars and Fifty CENTS PER SHARE) for the six Months ending 30th June, 1900, will be PAID to those Persons who are registered as Shareholders in the above Company on the 31st August, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 31st instant, both days inclusive.

By Order.
EDWARD OSBORNE,
Secretary.

Hongkong, 17th August, 1900. [2238]

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held in the Offices of the General Managers on **MONDAY, 3rd September, 1900, at 4 o'clock p.m.**, for the purpose of receiving the report of the Consulting Committee and Statement of Accounts to August 15th, 1900.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 13th August, 1900. [2195]

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that the REGISTERS of SHARES in the above Company will be CLOSED from **MONDAY, August 20th, to the 3rd September** (both days inclusive), and not from August 13th to August 27th as previously advertised, during which period no Transfer of Shares can be registered.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 15th August, 1900. [2196]

OLIVERS FREEHOLD MINES, LIMITED.

IN accordance with Article VIII. Paragraph 3, of the Articles of Association of the Company, Interest at the rate of \$10 per Annum is being charged on all Unpaid Calls.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 18th August, 1900. [2238]

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that in accordance with Article IX. Paragraph 3, of the Articles of Association of the Company, the following Shares have been forfeited:—

10701-10800 12080-13185

11061-11085 14080-14785

11886-11935 15730-16085

12136-12285

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 18th August, 1900. [2237]

W. B. BREWER & CO.

NEW BOOKS.

The Life of Wellington—the Restoration of the Martial Power of Great Britain, by Sir H. Maxwell, 2 Vols. ... \$12.50

Cecil Rhodes, 1881-1900—His Political Life and Speeches ... 6.50

Tea Machinery and Tea Factories, by A. J. Wallis-Taylor ... 16.50

How England Saved Europe—Story of the Great War 1793-1815, by Fitzhugh, 4 Vols. ... 6.00

The Overland to China, by Colquhoun ... 9.50

The Annals of the Chinese Empire Dictionary, Quite Up-to-Date ... 2.25

Little Folks, New Volume to June, 1900 ... 2.25

Year Book Photography Almanac ... 70

Celebrities of the Army, Parts 1 to 7, at 3s. 6d. each

The Reproach of Annesley, by Author "Silence of Dean Maitland" ... 35

Newnes' Citizen Atlas ... \$10.50

Son's Newest Stamp Album ... 12.00

Boy, by Marie Corelli (Cloth) ... 2.00

23 & 25, Queen's Road, Hongkong. [31]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from Dr. Gibson to sell by Public Auction,

ON **TUESDAY,**

the 28th August, 1900, at 2.30 p.m., at their Sales Rooms, Ice House Street, **SUNDAY HOUSEHOLD FURNITURE,**

Comprising:—
Double and Single TEAKWOOD WARD-ROBES, DINING TABLE, TEAKWOOD CHAIRS, DINNER SERVICE, COOKING STOVE, &c., &c.

Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 25th August, 1900. [2249]

PUBLIC AUCTION.

TO be sold by Public Auction, on **THURSDAY,**

the 30th day of August, 1900, at 3 p.m., at his Sale Rooms,

The following Valuable Property, situate in rear of "Benfica," Robinson Road, Victoria, Hongkong, and intended to be registered in the Land Office as sections B, C and D of Inland Lot No. 712.

The above will be offered in three Lots, Lot No. 1 containing 1,931 square feet, Lot No. 2, 3,040 square feet, Lot No. 3, 3,421 square feet, more or less, and are suitable for building purposes.

Terms of sale and full particulars can be had on application to—

GEO. P. LAMBERT,
Auctioneer,
or to
DENNIS & BOWLEY,
Solicitors for the Vendor.

Hongkong, 22nd August, 1900. [2248]

TO LET.

"HARFORD," MAGAZINE GAP.

ONE LARGE ROOM (THIRD FLOOR) QUEEN'S BUILDINGS.

13, PRAYA CENTRAL, Rooms on 2nd Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 19th June, 1900. [61]

TO LET OR FOR SALE.

THE VILLA LUCIA, POKFULAM.

For Terms, &c., apply to
D. MUSSO & CO.,
No. 288, Praya, West.

Hongkong, 14th August, 1900. [2239]

TO BE LET OR SOLD.

TWO FINE SEMI-DETACHED HOUSES on the PEAK ROAD, nearing completion. The Houses command a splendid view, and are thoroughly well appointed and fitted up for Electric Light.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LIMITED.

Hongkong, 14th August, 1900. [1871]

FURNISHED BEDROOM with an English Family at CAIRNE ROAD.

Apply to—
C.
Care of Daily Press Office.

Hongkong, 20th August, 1900. [2241]

NOTICE.

GODOWNS TO LET with large Storage capacity. Suitable for Coals or General Merchandise. Terms moderate.

Apply to—
T. RAUCHENSTEIN & CO.,
17, Queen's Road Central.

Hongkong, 24th August, 1900. [2266]

TO LET.

A SPACIOUS ROOM, suitable for an OFFICE, on N.E. corner of Third Floor, PRINCE'S BUILDINGS.

Apply to—
S. J. DAVID & CO.

Hongkong, 10th July, 1900. [1945]

TO LET.

NOS. 134 and 136, QUEEN'S ROAD EAST, now in the occupation of the Royal Naval Seaman's Club.

Apply to—
LINSTEAD & DAVIS.

Hongkong, 13th July, 1900. [1964]

"THE EYRIS"

AT the PEAK, close to summit, delightfully cool and healthy.

TO BE LET, FURNISHED. Immediate possession can be had.

For Particulars, apply to—
R. C. WILCOX,
8, Beaconsfield Arcade.

Hongkong, 15th June, 1900. [1757]

SHOP TO LET—No. 62A, Queen's Road Central, at present occupied by ACETYLENE Gas Co.

Apply to—
G. FALCONER & CO.

Hongkong, 7th August, 1900. [2160]

BOARD and APARTMENTS at Kowloon for Married or Single.

Apply to—
"BERYL,"
Garden Road, Kowloon.

Hongkong, 6th June, 1900. [1674]

BOARD and RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHUR, 2, Pedder's Hill.

Hongkong, 1st January, 1892.

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation, by a Frenchman. Terms very moderate.

Please address—
B. R.,
Care of Office of this Paper.

Hongkong, 1st August, 1900. [2120]

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
STEELING RESERVE.....\$10,000,000
SILVER RESERVE.....2,000,000

RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS.
N. A. SIEBES, Esq.—Chairman.
R. SHEWAN, Esq.—Deputy Chairman.

E. Goetz, Esq......
Hon. R. M. Gray.....
A. Haupt, Esq......
Hon. J. J. Kewick.....
D. Meyer Moses, Esq......

CHIEF MANAGER:
Hongkong—**SIR THOMAS JACKSON.**

MANAGER:
Shanghai—**J. P. WADE GARDNER, Esq.**

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

H. M. BEVIS,
Acting Chief Manager.

Hongkong, 18th August, 1900. [17]

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL.....£1,000,000
PAID-UP CAPITAL.....£324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
CHAN K. SHAN, Esq......
CHOW T. SHAN, Esq......
J. T. LAUREN, Esq......
Chief Manager.
GEO. W. F. PLAYFAIR

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL.....	RHIFEU.....	Brit. str.	—	C. D. Bennett, R.N.R.	BUTTERFIELD & SWIRE	To-day.
LONDON & C. VIA PORTS OF CALL.....	CHUSAN.....	Brit. str.	—	Day	P. & O. S. N. Co.	On 1st Sept. at Noon.
LONDON VIA SUEZ CANAL.....	PROMETHEUS.....	Brit. str.	—	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 4th Sept.
LONDON.....	JAVA.....	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On or about 6th Sept.
LONDON VIA SUEZ CANAL.....	GLAUCUS.....	Brit. str.	—	G. Meyer	BUTTERFIELD & SWIRE	On 13th Sept.
BREMEN, VIA PORTS OF CALL.....	PRINZ HEINRICH.....	Ger. str.	—	Durand	MELCHERS & CO.	On 27th inst. at 1 P.M.
MARSEILLES, &c. VIA PORTS OF CALL.....	ERNEST SIMONS.....	Frn. str.	—	Braun	MELCHERS & CO.	On or about 21st Sept.
HAVRE & HAMBURG.....	SIBERIA.....	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 30th Sept.
HAVRE & HAMBURG.....	SAXONIA.....	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 12th Oct.
HAVRE & HAMBURG.....	SERBIA.....	Ger. str.	—	Schuler	CARLOWITZ & CO.	On or about 20th Oct.
HAVRE & HAMBURG.....	KONIGSBERG.....	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 31st Oct.
HAVRE & HAMBURG.....	BAMBERG.....	Ger. str.	—	W. E. Craven	CARLOWITZ & CO.	On or about 28th inst.
NEW YORK VIA SUEZ CANAL.....	INDRAVELLI.....	Brit. str.	—	JARDINE, MATHESON & CO.	DODWELL & CO., LIMITED	On or about 28th inst.
NEW YORK VIA SUEZ CANAL.....	RICHMOND CASTLE.....	Brit. str.	—	DODWELL & CO., LIMITED	SHAW, TOMES & CO.	On or about 15th Sept.
NEW YORK VIA SUEZ CANAL.....	OLYMPIA.....	Brit. str.	—	DODWELL & CO., LIMITED	J. Truebridge	On 8th Sept.
VICTORIA, B.C., &c. VIA SHANGHAI, &c.	RIJOUN MARU.....	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	To-day, at Noon.
VICTORIA, B.C., &c. VIA SHANGHAI, &c.	EMPERESS OF INDIA.....	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 29th inst.
VANCOUVER, VIA SHANGHAI, &c.	BRAEMAR.....	Brit. str.	—	W. Watt	DODWELL & CO., LIMITED	On 28th inst.
PORTLAND, OREGON, &c.	CITY OF R. DE JANEIRO.....	Amr. str.	—	—	PACIFIC MAIL S. S. CO.	To-morrow, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	COPTIC.....	Brit. str.	—	—	O. & O. S. S. Co.	On 1st Sept. at Noon.
SAN FRANCISCO VIA AMOY, &c.	AMERICA MARU.....	Jap. str.	—	—	TOYO KISEN KAISHA	On 11th Sept. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	BERGENHUIS.....	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th Sept.
SAN DIEGO, &c. VIA SHANGHAI, &c.	TEINAN.....	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	On 28th inst. at 4 P.M.
AUSTRALIAN PORTS.....	ALRIE.....	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 6th Sept. at 4 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS.....	MUNCHEN.....	Ger. str.	—	Krebs	MELCHERS & CO.	On 6th Sept. at Noon.
YOKOHAMA, VIA NAGASAKI & KOBE.....	ROHILLA.....	Brit. str.	—	C.H.S. Teague, R.N.R.	P. & O. S. N. Co.	On or about 1st Sept.
NAGASAKI, KOBE & YOKOHAMA.....	FUTAMI MARU.....	Jap. str.	—	J. Thom	NIPPON YUSEN KAISHA	To-day, at Noon.
NAGASAKI, KOBE & YOKOHAMA.....	RADNORSHIRE.....	Brit. str.	—	Hudley	SHAW, TOMES & CO.	On or about 31st inst.
SHANGHAI, KOBE & YOKOHAMA.....	MALACCA.....	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	To-day, at Noon.
SHANGHAI.....	PAKHOL.....	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	SALAMIS.....	Frn. str.	—	Negro	MELCHERS & CO.	On or about 28th inst.
SHANGHAI.....	CLYDE.....	Brit. str.	—	E. Street	P. & O. S. N. Co.	On or about 31st inst.
AMOY.....	TELEMACHUS.....	Brit. str.	—	Sawyers	BUTTERFIELD & SWIRE	To-morrow.
SWATOW, AMOY & TAMSUI.....	TAMU MARU.....	Jap. str.	—	H. Nagata	MITSUBI BUSSAN KAISHA	To-morrow, at Daylight.
SWATOW, AMOY & TAIWANPOO.....	ANPING MARU.....	Jap. str.	—	S. Aetami	MITSUBI BUSSAN KAISHA	On 5th Sept. at Daylight.
MANILA.....	TEINAN.....	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	On 28th inst. at 4 P.M.
MANILA.....	LOONGSANG.....	Brit. str.	—	Weigall	JARDINE, MATHESON & CO.	On 28th inst. at 4 P.M.
MANILA.....	DIAMANT.....	Brit. str.	—	A. Hamey	SHAW, TOMES & CO.	On 31st inst. at 4 P.M.
CEBU & ILOILO.....	KATPONG.....	Brit. str.	—	Pommetfather	BUTTERFIELD & SWIRE	On 29th inst. at 4 P.M.
SINGAPORE.....	WONGKOR.....	Brit. str.	—	Brook	BUTTERFIELD & SWIRE	On 28th inst.
SINGAPORE, PENANG & CALCUTTA.....	ARRATON APCAR.....	Brit. str.	—	A. Stewart	DAVID SASSOON, SONS & CO.	On 28th inst. at 3 P.M.

SHIPPING.

ARRIVALS.
 Aug. 23, SIRSA, British transport, C. R. Kende, Taku 17th August.
 Aug. 23, KONGHONG, German str., 882, T. Fuchs, Bangkok 10th August, Timber and Rice.—BUTTERFIELD & SWIRE.
 Aug. 23, MARIN JENSEN, German str., 1,779, P. Homaner, Java 15th August, Sugar.—JENSEN & CO.
 Aug. 24, (HELVETIA, British str., 1,567, J. T. Davies, Calcutta via Ports 5th August, General.—JARDINE, MATHESON & CO.
 Aug. 24, ALICORN, British str., 2,206, Palford, Liverpool 21st July and Singapore 19th August, General.—BUTTERFIELD & SWIRE.
 Aug. 24, C. S. JOHN PENDEL, British str., 1,913, George Pattison, Singapore 19th August, Cable.—EASTERN EXTENSION TELEGRAPH COMPANY.
 Aug. 24, FAZILKA, British transport, 2,093, G. J. Goss, B.N.L., Calcutta 9th August.
 Aug. 24, LOONGMOON, German str., 1,245, F. Schultze, Shanghai 21st August, General.—SIEMENS & CO.
 Aug. 24, CHOWTAT, German str., 1,115, T. A. Morris, Bangkok 15th August, Rice and General.—BUTTERFIELD & SWIRE.
 Aug. 24, DUKE OF PORTLAND, British transport, 2,481, D. C. Song, Shanghai 21st August, Ballast.—GOVERNMENT.

CLEARANCES.

At the Harbour Master's Office.
 24th August.
 Pronto, German str., for Canton.
 Zweena, British str., for Manila.
 Carmentian, British str., for San Francisco.
 Taifu, German str., for Nagasaki.
 Charlehouse, British str., for Amoy.
 Anapa, British str., for Moji.
 S. P. Hitchcock, Amr. ship, for New York.

DEPARTURES.

Aug. 24, CITY OF CAMBRIDGE, British transport, for Weihaiwei.
 Aug. 24, SIBERIA, German str., for Yokohama.
 Aug. 24, HERMES, Norw. str., for Hongkong.
 Aug. 24, QUARTA, German str., for Saigon.
 Aug. 24, MICHAEL JENSEN, German str., for Hoihow.
 Aug. 24, KANGAWA MARU, Japanese str., for London.
 Aug. 24, MACHAON, British str., for Shanghai.
 Aug. 24, REVASA, British transport, for C.utta.
 Aug. 24, HATIAN, British str., for Swatow.
 Aug. 24, LYNDHURST, Ger. str., for Shanghai.
 Aug. 24, ANPING MARU, Jap. str., for Swatow.
 Aug. 24, BINGO MARU, Jap. str., for Kobe.
 Aug. 24, KASUGA MARU, Jap. str., for Sydney.
 Aug. 24, KINGING, British str., for Moji.
 Aug. 24, ANABA, British str., for Penang.

VESSELS IN DOCK.

At the Harbour Master's Office.
 24th August.
 Kowloon Docks.—U.S.S. Monterey, Argus, U.P.S. Iris, Nanchang, Hating, Empress of India, H.M.S. Hamber.
 COSMOPOLITAN DOCK.—Nanshan, Stanfield.

SHIPPING REPORTS.

The British steamer *Chelydra*, from Calcutta 5th August and Straits 17th, had strong monsoon and high sea and generally fine weather.
 The German steamer *Chowat*, from Bangkok 15th August, had moderate breeze from S.W., fine, clear weather and smooth sea to Paduan; from Paduan to Paracels strong breeze from S.E., moderate gale from south, and high southerly sea. From Paracels to port strong breeze, fine weather, confused swell, high but decreasing towards port.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.
 FOR LONDON VIA SUEZ CANAL.
 THE Company's Steamship

"RHIFEU" will be despatched as above TO-DAY, the 25th instant.
 For Freight, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 24th August, 1900. [1983]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR SHANGHAI.
 THE Company's Steamship

"PAKHOL" Captain Williams, will be despatched as above TO-MORROW, the 26th inst. at Daylight.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 23rd August, 1900. [2269]

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.
 FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship
 "TAMU MARU."
 Captain H. Nagata, will be despatched for the above ports TO-MORROW, the 25th instant, at Daylight.

For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.
 Hongkong, 20th August, 1900. [15]

OCEAN STEAMSHIP COMPANY.
 FOR AMOY.
 THE Company's Steamship

"TELEMACHUS" Captain Sawyers, will be despatched as above TO-MORROW, the 26th inst.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 24th August, 1900. [2264]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.

NOTICE.
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, PEPPER, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 27th August, 1900, at 1 p.m., the Company's Steamship "ERNEST SIMONS," Captain Durand, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 26th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.
 G. DE CHAMPEAUX, Agent.
 Hongkong, 14th August, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR MANILA.
 THE Company's Steamship

"TEINAN" Captain Anderson, will be despatched as above on TUESDAY, the 28th inst., at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 18th August, 1900. [2103]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
 "TEINAN" Captain Anderson, will be despatched on TUESDAY, the 28th inst., at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 18th August, 1900. [2103]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
FUTAMI MARU	NAGASAKI, KOBE and YOKO.	SATURDAY, 25th Aug., at Noon.
J. Thom	HAMA	NOON.

RIJUN MARU	VICTORIA, B.C. and SEATTLE	SATURDAY, 25th Aug., at Noon.
J. W. Ekstrand	U.S.A. via SHANGHAI, KOBE and YOKOHAMA	NOON.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.
 Hongkong, 24th August, 1900. [12]

HAMBURG-AMERIKA LINIE
 (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SIBERIA	HAVRE & HAMBURG	About 21st Freight and Passage.
SAKONIA	HAVRE & HAMBURG	About 30th Freight.
SERBIA	HAVRE & HAMBURG	About 12th Freight.
KONIGSBERG	HAVRE & HAMBURG	About 20th Freight and Passage.
BAMBERG	HAVRE & HAMBURG	About 31st Freight.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., Agents.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 21st August, 1900. [13]

CANADIAN PACIFIC RAILWAY CO.'S
 ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION).

"EMPEROR OF INDIA"	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 29th Aug., 1900
"EMPEROR OF JAPAN"	Comdr. G. E. A. Lee, R.N.R.	WEDNESDAY, 28th Sept., 1900
"EMPEROR OF CHINA"	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 24th Oct., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN; and usually make the voyage YOKOHAMA to VAN COUVE in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.
 Hongkong, 9th August, 1900. [19]

VESSELS ON THE BERTH

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, KOBE and YOKOHAMA	MALACCA E. G. Andrews	Noon, 25th August	Freight or Passage.
SHANGHAI	CLYDE E. Street	About 31st August	Freight or Passage.
LONDON &c.	CHUSAN C. T. Denny, R.N.R.	Noon, 1st Sept.	See Special Advertisement.
YOKOHAMA VIA NA-ROHILLA	ROHILLA C. H. S. Toouque, R.N.R.	About 1st Sept.	(Passing through the Inland Sea.) Freight or Passage.
LONDON	JAVA G. W. Gordon, R.N.R.	About 6th Sept.	Freight or Passage.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 18th August, 1900. [1]

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ HEINRICH	THURSDAY 6th September.
PREUSSEN	THURSDAY 20th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 3rd October.
SACHSEN	WEDNESDAY 17th October.
OLDENBURG	WEDNESDAY 31st October.
BAYERN	WEDNESDAY 14th November.
STUTTGART	WEDNESDAY 28th November.
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 26th December.
PREUSSEN	WEDNESDAY 9th January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 23rd January, 1901.
SACHSEN	WEDNESDAY 6th February, 1901.
KAISERSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 20th February, 1901.

ON THURSDAY, the 6th day of September, 1900, at Noon, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain G. Meyer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 4th September. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 5th September, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 5th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to MELCHERS & CO., Agents.
 Hongkong, 25th August, 1900. [18]

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
OLYMPIA	2,867	S. Trichebridge	Sept. 8	BRAEMAR	3,801	W. Watt	Aug. 28
DUKE OF FIFE	3,821	J. S. Cox	Sept. 11	ARGYL	2,907	W. S. Thomson	Sept. 20
GLENGLOE	3,750	W. Frakes	Sept. 15	MONSHIRE	2,372	J. Kennedy	Oct. 20
QUEEN ADELAIDE	2,832	F. McNair	Sept. 29				

* Calling at Shanghai.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK \$41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, \$23.

The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DREA and ST. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be forwarded by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.
 Hongkong, 16th August, 1900. [10]

OCEAN STEAMSHIP COMPANY.
 FOR LONDON

VESSELS ON THE BERTH.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) SUNDAY, Aug. 26, at NOON.
CITY OF Peking (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.
CHINA (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SUNDAY, the 26th August, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 24th August, 1900. [3]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
Captain W. E. Craven, will be despatched as above on or about the 24th August.
For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 20th July, 1900. [2026]

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship
"SALAZAR,"
Captain Negro, will be despatched for the above ports on or about TUESDAY, the 28th instant.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 23rd August, 1900. [2]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"RICHMOND CASTLE"
will be despatched for the above port on or about the 28th August, and will be followed by the Steamship
"AFRIDI"
on or about the 3rd September, and the Steamship
"MARIA DE LABRINAGA"
For Freight, apply to
DODWELL & CO. LD.,
Agents.
Hongkong, 24th August, 1900. [2054]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship
"KAIFONG,"
Captain Pannetier, will be despatched on WEDNESDAY, the 29th inst., at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th August, 1900. [2226]

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"ARRATOON APCAR,"
Captain A. Stewart, will be despatched for the above ports on TUESDAY, the 28th inst., at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 23rd August, 1900. [2244]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship
"DIAMANTE,"
Captain A. Ramsey, will be despatched as above on FRIDAY, the 31st inst., at 4 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 24th August, 1900. [2247]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN,"
Captain C. D. Bennett, R.N.R., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 1st September, 1900, at NOON, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Ten for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 20th August, 1900. [1]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship
"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 5th Sept., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 23rd August, 1900. [1443]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship
"GLENESK,"
will be despatched for the above port on or about 15th September, 1900.
To be followed by Steamship
"ANAPA,"
about 15th October.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 20th August, 1900. [2223]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BERGENHUIS" ... 3,606 Tons, on 25th Sept.

THE Steamship "BERGENHUIS" will be despatched for SAN DIEGO and SAN FRANCISCO, via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 25th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs at San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan. [14]

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly sailing hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO. LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897. [1633]

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG, COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1, at NOON.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 1st September, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and sums will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 7th August, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG, AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

THE Twin-Screw Steamship
"AMERICA MARU"
will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 11th September, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 17th August, 1900. [5]

VESSELS ON THE BERTH.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"AIRLIE,"
Captain St. John George, will be despatched for the above ports on THURSDAY, the 6th prox., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 17th August, 1900. [2235]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

J. P. HITCHCOCK, Amr. ship, Gates.—Siemens & Co.
Norwood, British ship, Thos. Roy.—Order.

PETER RICHMERS, German ship, Scholer.—Arnhold, Karberg & Co.

HONGKONG.

Aleicon, British str., 2,204, Pulford, Aug. 24, Butterfield & Swire.

Anapa, British str., 2,251, Williamson, Aug. 14, Dodwell & Co., Limited.

Aperade, German str., 611, Larsen, Aug. 19, Order.

Arratoon Apar, British str., 2,879, Stewart, Aug. 20, David Sassoon Sons & Co.

Bengloe, British str., 1,346, Thomson, Aug. 14, Gibb, Livingston & Co.

Benledi, British str., 1,486, Farquhar, Aug. 13, Gibb, Livingston & Co.

Braemar, British str., 2,316, Watt, Aug. 22, Dodwell & Co., Limited.

Chagelona, British str., 1,467, Dawson, Aug. 21, Chinese.

Chelydra, British str., 1,507, Davies, Aug. 24, Jardine, Matheson & Co.

Chiyaen, Amr. str., 1,177, Jamieson, Aug. 22, Chinese.

Chowtai, British str., 1,115, Morris, Aug. 24, Butterfield & Swire.

City of Rio de Janeiro, Amr. str., 2,275, Ward, Aug. 18, P. M. S. S. Co.

Crown of Arragon, Brit. str., 1,474, Dorward, Aug. 12, Gilman & Co.

Decima, German str., 734, Christiansen, Aug. 19, Sadler, Wieler & Co.

Empress of India, British str., 3,003, Marshall, Aug. 21, C. P. R. Co.

Esmer, British steamer, 1,127, Roope, Aug. 23, Jardine, Matheson & Co.

Hailong, British str., 783, Bathurst, Aug. 13, Admiralty.

Hat, French steamer, 750, East, Aug. 20, A. R. Mary.

Holstein, German str., 985, Ipland, Aug. 22, Jensen & Co.

John Pender, British str., 1,016, Pattison, Aug. 24, E. E. Telegraph Co.

Kong Beng, German str., 862, Fuchs, Aug. 23, Butterfield & Swire.

Kutsum, British str., 1,495, Bradley, Aug. 22, Jardine, Matheson & Co.

Kyoto Maru, Jap. str., 1,639, Sakurai, Aug. 22, M. B. Kaisha.

Loongmoon, Ger. str., 1,245, Scholz, Aug. 24, Siemens & Co.

Macedonia, British str., 1,045, Martin, Aug. 23, Jardine, Matheson & Co.

Malacca, British str., 2,135, Andrews, Aug. 23, P. O. S. N. Co.

Marie Jensen, Ger. str., 1,700, Hemmet, Aug. 23, Jensen & Co.

Nanchang, British str., 1,060, Finlayson, Aug. 23, Butterfield & Swire.

Onsang, British steamer, 1,787, Yang, Aug. 9, Jardine, Matheson & Co.

Pakioi, British str., 1,248, Williams, Aug. 20, Butterfield & Swire.

Rhipens, Dutch steamer, 1,950, Day, Aug. 22, Butterfield & Swire.

Riojun Maru, Jap. str., 3,615, Eckstrand, Aug. 15, Nippon Yusen Kaisha.

Sandakan, German str., 2,111, Muhle, Aug. 23, Melchers & Co.

Saxonia, German str., 3,326, Jager, Aug. 20, Siemens & Co.

Strombus, British str., 1,346, Hocken, Aug. 23, Arnhold, Karberg & Co.

Taita, German str., 1,065, Schipper, Aug. 22, Siemens & Co.

Tamara, Jap. str., 1,075, Nagata, Aug. 23, M. B. Kaisha.

Teunkai, British str., 3,016, Davies, Aug. 21, Jardine, Matheson & Co.

Telomachus, British str., 1,379, Sawyers, Aug. 23, Butterfield & Swire.

Tiger, Norwegian str., 2,116, Wold, Aug. 13, Mitsui Bussan Kaisha.

Teinai, British str., 1,459, Anderson, Aug. 3, Butterfield & Swire.

Wongkoi, German str., 1,113, Pigot, Aug. 15, Butterfield & Swire.

Zweena, British str., 941, Nesbitt, Aug. 13, Chinese.

SAILING VESSELS.
Carnation, British ship, 1,772, Bann, July 9, Standard Oil Co.
Emerald, British sch., 130, Harrison, April 14, Jardine, Matheson & Co.
J. P. Hitchcock, American ship, 2,100, Gates, July 2, Siemens & Co.
Manuel Laguno, Amr. ship, 1,650, Small, Aug. 6, Standard Oil Co.
Norwood, British ship, 1,598, Roy, July 31, Order.
Peter Richmers, Ger. ship, 2,751, Scholer, Aug. 11, Standard Oil Co.
Sachem, Amr. bark, 1,267, Nickles, July 13, Standard Oil Co.
Saruaue, Amr. bark, 858, Bartley, Aug. 13, Standard Oil Co.
mauna Estrella, British ship, 1,397, Farmer, July 8, Dodwell & Co., Limited.
Wendell, British bark, 562, Wilson, June 22, Standard Oil Co.
ST. 10 Shanton, Amr. ship, 1,432, Ballard, May 18, Standard Oil Co.
Sverigade, British ship, 1,330, Neville, Aug. 9, Standard Oil Co.

FOR SALE.

MAP OF THE SIKIANG OR WEST BIVER.
From Hongkong to WICHOWU, Showing the Ports and Calling Places Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash.
Hongkong, 1st April, 1897. [46]

HONGKONG BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser and Commission Agent.

HUGHES & HOUGH,
Auctioneers to the Government, and Share and General Brokers, corner Ice House Street and Praya Central.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

THE WESTERN HOTEL,
Excellent Accommodation, \$2.50 per day.
90 and 92, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Bookbinders and Account Book Manufacturers, 23 and 25, Queen's Road (under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor; 30, D'Aguiar Street. Local and Coast Port Buildings, Timber, Brick and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

WATKINS, L.D. APOTHECARIES' HALL, 66, Queen's Road Central, Cigars, Aerated Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios, 21 and 23, Queen's Road, Hongkong, Shanghai, Kobe, Yokohama.

VESSELS ON THE BERTH.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SUNDAY, Aug. 26, at Noon.
CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 26th August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 24th August, 1900. [9]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"INDRAVELLI,"
Captain W. E. Craven, will be despatched as above on or about the 24th August.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 20th July, 1900. [2026]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship
"BALAZIE,"
Captain Negro, will be despatched for the above ports on or about TUESDAY, the 28th instant.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 23rd August, 1900. [2]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"RICHMOND CASTLE,"
will be despatched for the above port on or about the 28th August, and will be followed by the Steamship
"AFFRID,"
on or about the 3rd September, and the Steamship
"MARIA DE LAERINAGA,"
For Freight or Passage, apply to
DODWELL & CO., Ld.,
Agents.
Hongkong, 24th August, 1900. [2054]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship
"KAIFONG,"
Captain Penderfether, will be despatched on WEDNESDAY, the 29th inst., at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th August, 1900. [2236]

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"ARRATON APCAR,"
Captain A. Stewart, will be despatched for the above ports on TUESDAY, the 28th inst., at 3 P.M.
For Freight or Passage, apply to
DAVID BASSOON, SONS & CO.,
Agents.
Hongkong, 23rd August, 1900. [2244]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship
"DIAMANTE,"
Captain A. Ramsay, will be despatched as above on FRIDAY, the 31st inst., at 4 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 24th August, 1900. [2247]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"CHUSAN,"
Captain C. D. Bennett, B.N.R., carrying Her Majesty's Mails, will be despatched from this office for Bombay on SATURDAY, the 1st September, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 20th August, 1900. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship
"ANPING MARU,"
Captain S. Atsami, will be despatched for the above ports on WEDNESDAY, the 5th Sept., at DAYLIGHT.

For Freight or Passage, apply to
THE NITSUI BUSSEN KAISHA,
Agents.
Hongkong, 23rd August, 1900. [1443]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship
"GLENESK,"
will be despatched for the above port on or about 15th September, 1900.
To be followed by Steamship
"ANAPA,"
about 15th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 20th August, 1900. [2223]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL, AND SOUTH AMERICA, &c.

"BERGENHUIS" 3,000 Tons, on 25th Sept.

THE Steamship "BERGENHUIS" will be despatched for SAN DIEGO and SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 25th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 25th August, 1900. [14]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South America, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO. LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1900. [2236]

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG, COITIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at Noon.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at Noon.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at Noon.

THE Company's Steamship "COITIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 1st September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 7th August, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG, AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

THE Twin-Screw Steamship
"AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 11th September, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 17th August, 1900. [5]

VESSELS ON THE BERTH.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship
"AIRLIE,"
Captain St. John George, will be despatched for the above ports on THURSDAY, the 6th prox., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 17th August, 1900. [2235]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

J. P. HITCHCOCK, Amr. ship, Gates.—Siemens & Co.

NORWOOD, British ship, Thos. Roy.—Order.

PETER RICKMERS, German ship, Scholer.—Arnhold, Karberg & Co.

HONGKONG STEAMERS.

Aleious, British str., 2,206, Palford, Aug. 24, Butterfield & Swire.

Ange, British str., 2,251, Williamson, Aug. 14, Dodwell & Co. Limited.

Apostrophe, German str., 611, Lorenzen, Aug. 19, Order.

Arraton Apar, British str., 2,879, Stewart, Aug. 20, David Sassoon Sons & Co.

Bengale, British str., 1,346, Thomson, Aug. 14, Gibb, Livingston & Co.

Benedict, British str., 1,486, Farquhar, Aug. 13, Gibb, Livingston & Co.

Braemar, British str., 2,316, Watt, Aug. 22, Dodwell & Co. Limited.

Charterhouse, British str., 1,406, Dawson, Aug. 23, Chinese.

Chelydra, British str., 1,567, Davies, Aug. 24, Jardine, Matheson & Co.

Chiyuen, Amr. str., 1,177, Jamieson, Aug. 22, Chinese.

Chowlat, British str., 1,115, Morris, Aug. 24, Butterfield & Swire.

City of Rio de Janeiro, Amr. str., 2,275, Ward, Aug. 18, P. M. S. Co.

Crown of Arragon, Brit. str., 1,474, Dorward, Aug. 12, Gilman & Co.

Decima, German str., 794, Christiansen, Aug. 10, Sander, Wieler & Co.

Empress of India, British str., 3,003, Marshall, Aug. 21, C. P. R. Co.

Esang, British steamer, 1,127, Roope, Aug. 23, Jardine, Matheson & Co.

Hailong, British str., 783, Bathurst, Aug. 13, Admiralty.

Hating, French steamer, 750, Bast, Aug. 20, A. R. Marty.

Holstein, German str., 985, Inland, Aug. 22, Jensen & Co.

John Pender, British str., 1,010, Pattison, Aug. 24, B. E. Telegraph Co.

Kong, Hong. German str., 862, Fuchs, Aug. 23, Butterfield & Swire.

Kutsang, British str., 1,495, Bradley, Aug. 22, Jardine, Matheson & Co.

Kyoto Maru, Jap. str., 1,639, Sakurai, Aug. 22, M. B. Kaisha.

Loongmoon, Ger. str., 1,245, Schulz, Aug. 24, Siemens & Co.

Macedonia, British str., 1,045, Martin, Aug. 23, Jardine, Matheson & Co.

Malacca, British str., 2,135, Andrews, Aug. 23, P. O. S. N. Co.

Marie Jensen, Ger. str., 1,700, Hemmet, Aug. 23, Jensen & Co.

Nanchang, British str., 1,060, Finlayson, Aug. 19, Butterfield & Swire.

Onsang, British steamer, 1,787, Young, Aug. 9, Jardine, Matheson & Co.

Pakel, British str., 1,248, Williams, Aug. 20, Butterfield & Swire.

Rhipas, Dutch steamer, 1,950, Day, Aug. 22, Jardine, Matheson & Co.

Riojun Maru, Jap. str., 3,615, Ekstrand, Aug. 15, Nippon Yusen Kaisha.

Sandhan, German str., 2,111, Muhle, Aug. 23, Melchers & Co.

Saxonia, German str., 3,326, Jager, Aug. 20, Siemens & Co.

Strombus, British str., 1,346, Hocken, Aug. 23, Arnhold, Karberg & Co.

Taifu, German str., 1,665, Schipper, Aug. 22, Siemens & Co.

Tanai Maru, Jap. str., 1,075, Nagata, Aug. 23, M. B. Kaisha.

Teenzul, British str., 3,016, Davies, Aug. 21, Jardine, Matheson & Co.

Telemachus, British str., 1,379, Sawyers, Aug. 23, Butterfield & Swire.

Tiger, Norwegian str., 2,116, Wold, Aug. 18, Mitsui Bussan Kaisha.

Tsinau, British str., 1,450, Anderson, Aug. 3, Butterfield & Swire.

Wongkoi, German str., 1,113, Pigot, Aug. 15, Butterfield & Swire.

Zweena, British str., 941, Nesbitt, Aug. 13, Chinese.

SAILING VESSELS.

Curmanian, British ship, 1,772, Bunn, July 9, Standard Oil Co.

Esmeralda, British str., 130, Harrison, April 14, Jardine, Matheson & Co.

J. P. HITCHCOCK, American ship, 2,100, Gates, July 2, Siemens & Co.

Munsel, American ship, 1,650, Small, Aug. 6, Standard Oil Co.

Norwood, British ship, 1,598, Roy, July 31, Order.

Peter Rickmers, Ger. ship, 2,751, Scholer, Aug. 11, Standard Oil Co.

Sachem, Amr. bark, 1,267, Nields, July 13, Standard Oil Co.

Sarunac, Amr. bark, 858, Barbary, Aug. 15, Standard Oil Co.

Standard Oil Co.

maura Estrella, British ship, 1,397, Farmer, July 8, Dodwell & Co. Limited.

Wenfield, British bark, 562, Wilson, June 22, Order.

ST 10 Shantar, Amr. ship, 1,492, Ballard, May 16, Standard Oil Co.

Sergrate, British ship, 1,830, Neville, Aug. 9, Standard Oil Co.

FOR SALE.

MAP OF THE SIKIANG or WEST RIVER
From Hongkong to Wuchowfu,
Showing the Ports and Calling Places
Opened to Foreign Trade, 1897.
Published at Daily Press Office.
Price 25 Cents, Cash.
Hongkong, 1st April, 1897. [48]

HONGKONG BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser and Commission Agent.

HUGHES & HOUGH,
Auctioneers to the Government, and Share and General Brokers, corner Ice House Street and Praya Central.

